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1974

STATE DOCUMENTS

ANNUAL  
REPORT OF THE  
MONTANA DEPARTMENT OF HIGHWAYS

NOV 9 1974

NOV 8 1974

1974



TO THE  
GOVERNOR OF MONTANA  
HONORABLE THOMAS L. JUDGE

FISCAL PERIOD  
JULY 1, 1973 to JUNE 30, 1974

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Helena, Montana 59601

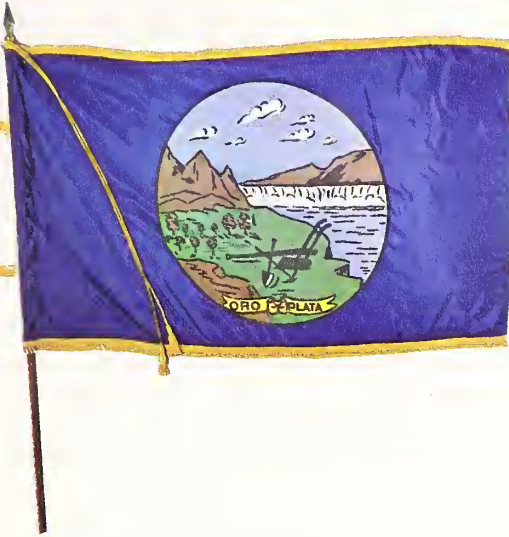
## Date Due

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Montana. Dept. of Highways.  
Report, 1974.

STATE DOCUMENTS

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STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

October 9, 1974

IN REPLY REFER TO:

10:HJA

Honorable Thomas L. Judge  
Governor, State of Montana  
State Capitol  
Helena, Montana 59601

Dear Governor Judge:

We herewith transmit to you the report of the Montana Department of Highways covering the fiscal year ended June 30, 1974.

The Department is being affected in varying degrees by the following factors, which taken together are reducing the Department's viability:

1. Reduced Federal Income.
2. Reduced State Income.
3. Increased maintenance responsibilities with attendant costs.
4. Inflation.
5. Red Tape.
6. Annual payment of \$3,000,000.00 to Cities and Counties.
7. Annual payment of Highway Patrol salaries - approximately \$2,700,000.00 in fiscal year 1975.

We shall continue to operate efficiently as possible under what can only be described as very difficult conditions.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "H. J. Anderson", is written over a circular stamp. The stamp contains the text "H. J. ANDERSON" and "Director of Highways".  
H. J. ANDERSON  
Director of Highways

HJA/JLP/be

Attachment

Wm. M. KESSNER, VICE CHAIRMAN  
BLACK EAGLE

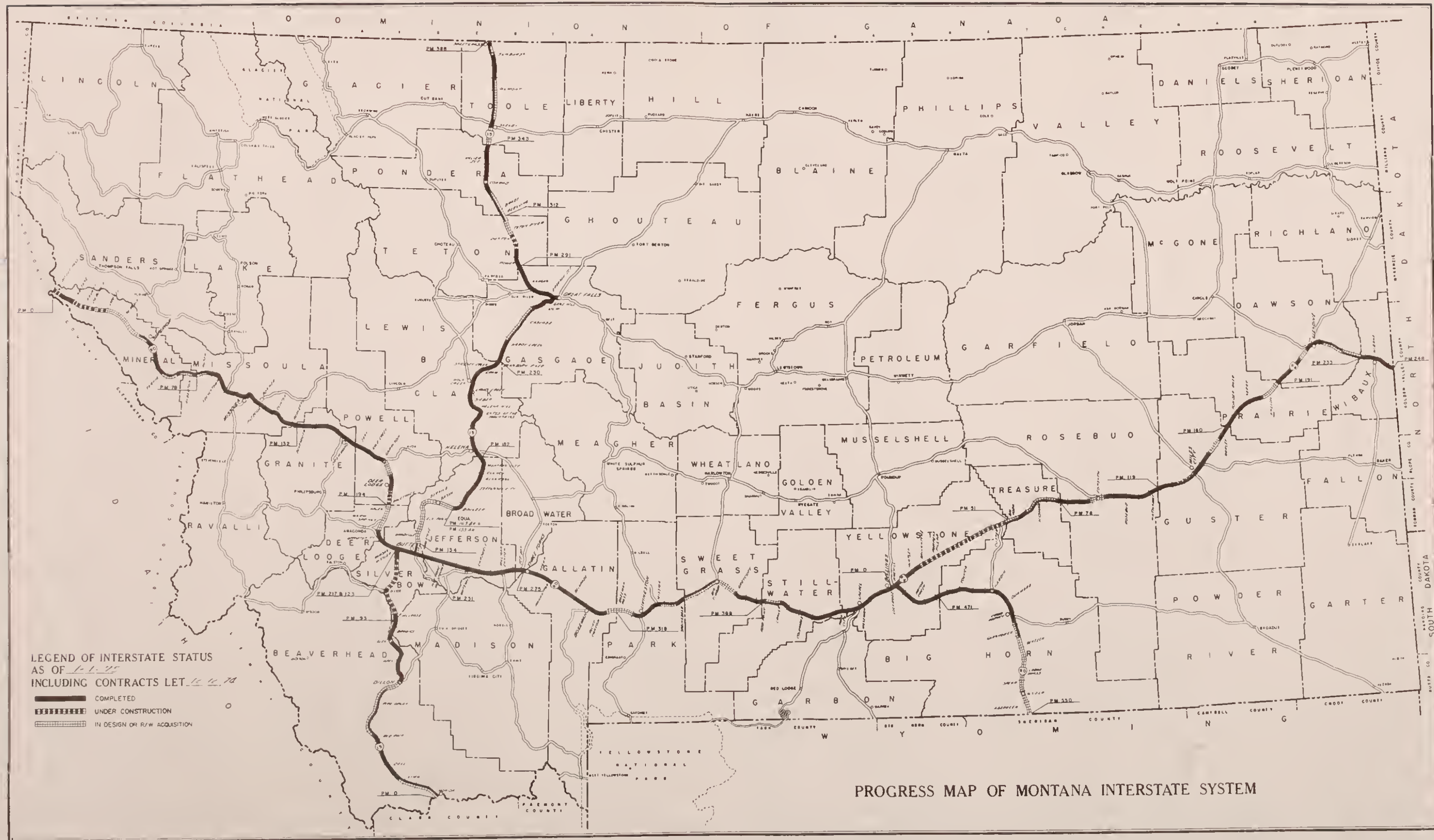
G. R. COONEY  
BUTTE

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

P. L. BACHELLER  
BILLINGS

JAY LA LONDE  
SIDNEY





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PRINCIPAL OFFICERS AND OFFICES

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PRINCIPAL ADMINISTRATIVE OFFICERS

THOMAS L. JUDGE, GOVERNOR

STATE HIGHWAY COMMISSION

OFFICER

TERM OF OFFICE

ADDRESS

George Vucanovich, Chairman

2-1-71 2-1-75

443 Fuller Avenue

Helena

William M. Kessner, Vice-Chairman

2-1-73 1-3-77

1219 26th Avenue S. W.

Great Falls

G. R. Cooney, Member

2-1-73 1-3-77

600 So. Arizona

Butte

Pierre L. Bacheller, Member

2-1-73 1-3-77

2034 Mariposa Lane

Billings

Jay Lalonde, Member

4-28-72 2-1-75

506 4th Avenue S. E.

Sidney

W. D. LeRoux, Secretary

Lexington Apts.

Helena

H. J. Anderson, Director of Highways

PRINCIPAL OFFICE

Montana Department of Highways Building, Helena

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PRINCIPAL OFFICERS AND OFFICES CONTINUED

---

Department of Highways Personnel

OFFICER	ADDRESS
Nicholas A. Rotering - Administrator Legal Division	Headquarters Bldg.
LeRoy A. Broughton - Administrator Personnel Division	Headquarters Bldg.
John L. Prebil - Administrator Centralized Services Division	Headquarters Bldg.
Jack R. Beckert - Administrator Engineering Division	Headquarters Bldg.
William A. Blake - Administrator Motor Pool Division	Fairgrounds
William Mortieau - Administrator Gross Vehicle Weight Division	East of Helena
Donald D. Gruel - Administrator Maintenance Division	Headquarters Bldg.



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## LEGAL REFERENCES

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### HISTORICALLY

The Montana Department of Highways -- then known as the State Highway Commission -- was created by legislation passed on March 13, 1913. Between that date and the present time, many laws have been passed affecting the Commission, and these laws were recodified under Chapter 197 of the 1965 Session Laws. Sections 32-1619 through 32-2716, R.C.M. 1947, as amended define the principal activities of the Department. The Commission itself consists of five members appointed by the Governor from five commissioner districts. Sections 82A-701 and 82A-702 provide that the head of the Department of Highways is the Director of Highways.

### GENERALLY

The Laws relating to the operations of the Montana Department of Highways are, for the most part, contained in Chapter 197, Montana Session Laws of 1965, and all amendments thereto. Chapter 197 was entitled in part as follows:

AN ACT TO BE KNOWN AS THE MONTANA HIGHWAY CODE, FOR THE  
CODIFICATION AND GENERAL REVISION OF THE LAWS PERTAINING  
TO HIGHWAYS, INCLUDING PLANNING, CONSTRUCTION, AND MAINTENANCE.

Chapter 197 has been segregated into various statutes with appropriate section numbers and these are contained in TITLE 32, Revised Codes of Montana, 1947, as amended; subject to the changes effected through the Executive Reorganization Act of 1971.

Operating policies designed to carry out the expressed legislative intent are contained in various manuals including but not limited to, the Construction Manual, the Right-of-Way Manual, the Personnel Manual, the Accounting Manual and the Legal Manual.

It is apparent that many programs are encompassed within the wide jurisdiction of the Montana Department of Highways, as it is the custodian of the Federal-aid and state highways and must function efficiently in all areas of its responsibility subject to the limitations of the constitution and the legislative mandates.

Article VIII, Section 6 of the new constitution continues the highway revenue non-diversion provision, with the major exception that highway user taxes can be earmarked for other purposes by 3/5 of vote of members of each house of Legislature.

## EXECUTIVE REORGANIZATION

Under the Executive Reorganization Act of 1971, Chapter 272, Montana Session Laws of 1971, the Department of Highways was created. Chapter 7 of said act deals specifically with the Department of Highways, and is codified as Sections 82A-701 to 82A-708 inclusive. The Highway Commission provided for in Title 32, Chapter 24, R.C.M. 1947 is continued. An executive order signed by the Governor activated the Department of Highways, December 16, 1971.

The language as contained in Section 82A-707 of the 1971 Executive Reorganization Act provided that the functions of the director of highways were subject to the concurrence of the highway commission. This vague language created many areas of doubt as to administrative procedure. In order to clarify the matter new legislation was enacted in 1974 in the form of Senate Bill 473. The provision requiring commission concurrence in the actions of the director, was repealed.

In conclusion, it can now be said that the Montana statutes now more clearly delineate the powers and duties of the Montana Highway Commission as contrasted with those of the Director of Highways.

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## PRINCIPAL GOALS

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### POWERS FIXED

The major responsibility of the Department of Highways is to provide and maintain an adequate system of highways in the state. The Department primarily performs the function of planning and design, construction, maintenance and administration of highways. In addition, certain special functions such as regulation of proportional registration and taxation of interstate carriers; management of the State Motor Pool; and responsibility for promotion of the tourist industry in the State.

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## MAJOR ACCOMPLISHMENTS

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- a. We purchased rather than leased an IBM 370/145 computer on the basis of an anticipated monthly savings of \$17,000 after 3½ years of ownership.
- b. We have changed some of our data processing techniques in an attempt to reduce costs. One change being the implementation of a microfiche system of furnishing reports by a microfilm process rather than the conventional paper method, another being the planning for the eventual replacement of our data processing keypunch machines with diskette machines. This system eliminates nearly all of our card costs as the diskette uses an electronic means of memory. These changes will reflect a savings in storage, paper and postage costs.
- c. We implemented a records management program with the goal of reducing storage costs and improving our records retention and retrieval program.
- d. We completed the functional classification study of all highways, roads and streets in the state according to each road or street's function rather than jurisdiction.
- e. We established a highway information system data bank on our computer consisting of storing and retrieving pertinent information on our highways, such as; accident records, average daily traffic volumes, sufficiency ratings, length, width and type of surfacing, etc.
- f. We began the implementation of the Action Plan which is the process we will follow to make certain that we will give proper consideration to the environmental, social and economic effects of highway work.
- g. We participated in the World's Fair at Spokane by constructing and supervising the operation of Montana's exhibit. This exhibit has been well received and more than one million people will have seen the display, with many indicating a strong desire to travel through our state.



PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM	GENERAL OPERATIONS			
	OBJECT OF EXPENDITURE			
		<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
	Personal Services	\$ 2,504,771	\$ 2,774,904	\$ 270,133
	Operations	1,524,027	1,662,953	138,926
	Capital	103,293	261,073	157,780
	Grants and Benefits	-0-	-0-	-0-
	Total Expended	\$ 4,132,091	\$ 4,698,930	\$ 566,839
SOURCE OF FUNDING				
	Earmarked Revenue Fund	\$ 3,522,825	\$ 3,791,887	\$ 269,062
	State Highway Account			
	Federal & Private Revenue	609,266	907,043	297,777
	Fund			
	State Highway Account			
	Revolving Accounts	-0-	-0-	-0-
	TOTAL FUNDING	\$ 4,132,091	\$ 4,698,930	\$ 566,839

PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

CONSTRUCTION			
OBJECT OF EXPENDITURE			
	<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
Personal Services	\$ 9,278,502	\$ 8,522,878	\$ (755,624)
Operations	68,412,989*	43,869,271**	(24,543,718)
Capital	40,038	48,504	8,466
Grants and Benefits	2,892,545	2,473,669	(418,876)
Total Expended	\$80,624,074	\$54,914,322	\$ (25,709,752)
	* Contractor Payments	.....\$ 67,210,944	
	** " "	.....\$ 42,756,222	
SOURCE OF FUNDING			
Earmarked Revenue Fund	\$14,307,952	\$ 8,183,941	\$ (6,124,011)
State Highway Account			
Federal and Private	\$66,316,122	\$46,730,381	\$ (19,585,741)
Revenue Fund			
State Highway Account			
Revolving Accounts	-0-	-0-	-0-
TOTAL FUNDING	\$80,624,074	\$54,914,322	\$ (25,709,752)

PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

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MAINTENANCE

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OBJECT OF EXPENDITURE

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	<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
Personal Services	\$ 8,556,999	\$ 9,104,436	\$ 547,437
Operations	5,838,205	5,982,613	144,408
Capital	1,015,053	168,327	(846,726)
Grants and Benefits	-0-	-0-	-0-
Total Expended	\$15,410,257	\$15,255,376	\$ (154,881)

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SOURCE OF FUNDING

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Earmarked Revenue Fund	\$15,410,257	\$15,255,376	\$ (154,881)
State Highway Account			
Federal and Private			
Revenue Fund			
State Highway Account	-0-	-0-	-0-
Revolving Accounts	-0-	-0-	-0-
TOTAL FUNDING	\$15,410,257	\$15,255,376	\$ (154,881)

PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM	ADVERTISING			
	OBJECT OF EXPENDITURE			
		<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
	Personal Services	\$ 77,110	\$ 112,779	\$ 35,669
	Operations	521,701	609,724	88,023
	Capital	194	1,928	1,734
	Grants and Benefits	-0-	-0-	-0-
	Total Expended	\$ 599,005	\$ 724,431	\$ 125,426
SOURCE OF FUNDING				
	Earmarked Revenue Fund			
	State Highway Account	\$ 599,005	\$ 724,431	\$ 125,426
	Federal and Private			
	Revenue Fund			
	State Highway Account	-0-	-0-	-0-
	Revolving Accounts	-0-	-0-	-0-
	TOTAL FUNDING	\$ 599,005	\$ 724,431	\$ 125,426



PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM	PRECONSTRUCTION		
	OBJECT OF EXPENDITURE		
	<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
Personal Services	\$ 3,438,900	\$ 3,582,370	\$ 143,470
Operations	1,746,573	899,185	(847,388)
Capital	2,556,932	2,214,980	(341,952)
Grants and Benefits	-0-	-0-	-0-
Total Expended	\$ 7,742,405	\$ 6,696,535	\$ (1,045,870)
SOURCE OF FUNDING			
Earmarked Revenue Fund			
State Highway Account	\$ 1,779,762	\$ 2,716,885	\$ 937,123
Federal and Private			
Revenue Fund			
State Highway Account	5,962,643	3,979,650	(1,982,993)
Revolving Accounts	-0-	-0-	-0-
TOTAL FUNDING	\$ 7,742,405	\$ 6,696,535	\$ (1,045,870)

PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

REVOLVING ACCOUNTS				
OBJECT OF EXPENDITURE				
	<u>1972-73 FY</u>	<u>1973-73 FY</u>	<u>Difference</u>	
Personal Services	\$ -0-	\$ -0-	\$	-0-
Operations	459,600	692,383		232,783
Capital	-0-	-0-		-0-
Grants and Benefits	-0-	-0-		-0-
Total Expended	\$ 459,600	\$ 692,383	\$	232,783
( See Footnote)				
SOURCE OF FUNDING				
Earmarked Revenue Fund				
State Highway Account	\$ -0-	\$ -0-	\$	-0-
Revolving Account	459,600	692,383		232,783
TOTAL FUNDING	\$ 459,600	\$ 692,383	\$	232,783

FOOTNOTE:

Transactions in the amount of \$21,136 pertaining to Accounting Entity 07079 (Retiree's Insurance) were not included in program 00 because the money received from the retiree's is forwarded to the medical insurance agency without any cost or profit.

PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM

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STATEWIDE BUILDINGS

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OBJECT OF EXPENDITURE

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	<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
Personal Services	\$ -0-	\$ -0-	\$ -0-
Operations	24	-0-	(24)
Capital	118,090	375,263	257,173
Grants and Benefits	-0-	-0-	-0-
Total Expended	\$ 118,114	\$ 375,263	\$ 257,149

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SOURCE OF FUNDING

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Earmarked Revenue Fund			
State Highway Account	\$ 118,114	\$ 375,263	\$ 257,149
Federal and Private			
Revenue Fund			
State Highway Account	-0-	-0-	-0-
Revolving Accounts	-0-	-0-	-0-
TOTAL FUNDING	\$ 118,114	\$ 375,263	\$ 257,149

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PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM	MOTOR POOL			
	OBJECT OF EXPENDITURE			
		<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
	Personal Services	\$ 215,070	\$ 196,918	\$ (18,152)
	Operations	1,720,599	2,484,703	764,104
	Capital	1,304,690	958,506	(346,184)
	Grants and Benefits	-0-	-0-	-0-
	Total Expended	\$ 3,240,359	\$ 3,640,127	\$ 399,768
SOURCE OF FUNDING				
	Earmarked Revenue Fund			
	State Highway Account	\$ -0-	\$ -0-	\$ -0-
	Federal and Private			
	Revenue Fund			
	State Highway Account	-0-	-0-	-0-
	Revolving Accounts	\$ 3,240,359	\$ 3,640,127	\$ 399,768
	TOTAL FUNDING	\$ 3,240,359	\$ 3,640,127	\$ 399,768



PROGRAM COSTS BY OBJECT OF  
EXPENDITURE AND SOURCE OF FUNDING

PROGRAM	SUMMARY OF ALL PROGRAMS			
	OBJECT OF EXPENDITURE			
		<u>1972-73 FY</u>	<u>1973-74 FY</u>	<u>Difference</u>
	Personal Services	\$ 24,071,352	\$ 24,294,285	\$ 222,933
	Operations	80,223,718*	56,200,832**	(24,022,886)
	Capital	5,138,290	4,028,581	(1,109,709)
	Grants and Benefits	2,892,545	2,473,669	(418,876)
	Total Expended	\$112,325,905	\$ 86,997,367	\$ (25,328,538)
	* Contractor Payments....	\$ 67,210,944		
	** " " ....	\$ 42,756,222		
SOURCE OF FUNDING				
	Earmarked Revenue Fund			
	State Highway Account	\$ 35,737,915	\$ 31,047,783	\$ (4,690,132)
	Federal and Private			
	Revenue Fund			
	State Highway Account	72,888,031	51,617,074	(21,270,957)
	Revolving Accounts	3,699,959	4,332,510	632,551
	TOTAL FUNDING	\$112,325,905	\$ 86,997,367	\$ (25,328,538)

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## GENERAL OPERATIONS PROGRAM

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### GOAL

To provide effective administration of the highway program, legal expertise, supporting services required by the other programs, and the planning and research of the construction program.

### OBJECTIVE

To provide services in the most expeditious and economical manner to support administrative decisions concerning the assignment of available resources to the various highway programs.

### EVALUATION

- a. An IBM 370-145 computer was purchased during the year. We found that ownership versus leasing of the computer would save us \$17,000.00 monthly after 42 months.
- b. The traffic records program has progressed throughout the year, with a terminal being installed in the Great Falls police office and one soon to be installed in the Billings police office.
- c. The material located in the Highway Library was transferred to the State Library. This change will enable utilization by anyone desiring the information through the State Library System.
- d. The G.V.W. Division has revised the necessity of a cumbersome 6 card cab registration for truckers to a simple 2 card registration.
- e. GVW billings have been revised eliminating the necessity of submitting large volumes of paper as a billing document to a simple envelope billing statement. This change eliminates considerable amounts of paper and postage costs.
- f. Changes are being made from the older data processing keypunch machines to a new diskette system. This system records information electronically on material similar to a phonograph record. This will eliminate the need for many tons of paper and will result in a reduction of storage, mailing and paper costs.
- g. Studies were completed on using a microfiche system on our data processing machines. This system will enable us to produce our data processing reports on a microfilm type document, thereby eliminating considerable amounts of paper.

- h. One of our major accomplishments was the completion of a functional classification study of all highways, roads and streets in the state according to each road or street's function rather than jurisdiction. This study was accomplished through the cooperation of the county commissioners, mayors and other local officials. This classification study has become quite important during the past year as the 1973 Federal Highway Act has stated that all primary highways shall be selected from those routes now classified as either principal or minor arterials. The same Act specifies that our Federal Aid Secondary System shall be selected from those routes now classified as major collectors. These Federal provisions become effective June 30, 1976. In connection with the functional classification study, a needs estimate was also made to determine the cost to bring every classification up to our present standards during the next twenty years. Total construction costs in both urban and rural areas, including county roads and city streets, are estimated at \$5,572,000,000. During the same period of 1974-1994, anticipated revenue from all sources for highway purposes is estimated at \$3,268,000,000.
- i. We established a highway information system data bank. The data bank consists of a system of storing and retrieving data by computer manipulation. Such items as accident records, average daily traffic volumes, sufficiency ratings, and the length, width and type of surfacing on all roads and highways in the state are stored in our data bank. These data are manipulated by computer to produce various reports such as the Federal Aid Road Log, Accident Analyses, the Annual Sufficiency Rating of Primary Highways and the Traffic by Section Report. By the end of this fiscal year, all pertinent data on highway structures, highway-railroad grade crossings will also be stored in the computer.

## CONSTRUCTION PROGRAM

### GOAL

To assure that roads and bridges are constructed or reconstructed to accomodate the growing needs of the motorist.

### OBJECTIVE

To utilize a minimum force of qualified engineering personnel to provide safe long lasting roadways and structures thru modern techniques in order for the motorist to travel in a safe, economical, and expeditious manner.

### EVALUATION

- a. Awarded 86 contracts totaling \$43,039,432.
- b. 102 contracts, amounting to \$63.7 million, were completed.
- c. An additional 45.208 miles of Interstate roadways were added to the Interstate System. The breakdown, by route, is as follows:

Interstate 15	22.300
Interstate 90	10.284
Interstate 94	12.624
- d. The Construction program was carried out with 656 employees, compared to 724 the previous year. This reduction amounts to a 9% reduction in work force.
- e. During the past year 3,336 lineal feet of structures were awarded to contract. This consisted of 20 bridges and separations.
- f. Projects for signing 624.9 miles of primary and secondary roadway were completed. 329.2 miles were on the primary system, and 295.7 miles were on the secondary system.
- g. Safety and signing projects in the amount of \$577,005 were completed under the TOPICS program.
- h. 223 projects were completed under the City-County Construction Program.
- i. Expenditures in the amount of \$2,592,076 were made on the City-County Construction Program.



The impoundment of federal funds continues to cause great concern. The table below reflects an alarming increase in the amounts which cannot be obligated. The amount impounded now equals the entire Federal allocation received during the past year.

F.Y.	Balances of Federal Apportionments Not Obligated *	Balanced of Obligated Authority Not Used
1970	\$ 3,241,719.77	\$ 55.67
1971	23,313,896.33	-0-
1972	32,060,640.19	-0-
1973	45,777,160.87	-0-
1974	50,026,475.06	-0-

\* Apportionments generally are made in advance of the fiscal year for which they are intended to be used but obligations of them are generally not made until after the beginning of the fiscal year. Therefore, the apportionments for the ensuing year have been omitted and only the actual fiscal years unobligated amount is shown. For example: the 1975 fiscal year apportionment of \$61,267,220.35 is not included in the 1974 total even though that amount was authorized during the 1974 fiscal year. The obligational authority of the 1975 fiscal year apportionments was made in July, 1974 in the amount of \$46,720,000.00 causing another \$14,547,220.35 to be impounded.

# MONTANA DEPARTMENT OF HIGHWAYS

## RECORD OF AWARDS FISCAL 1973-74

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
MILES OF INTERSTATE	9037	11265	13278	0	0123		7942	5360	5494	0	0	7322
MILES OF PRIMARY	4393	15254	8426	16456	1579		0	0	0	15939	0	3400
MILES OF SECONDARY	8763	0	0672	37114	0		0	0	8500	5470	0	0
MILES OF URBAN	0	0	0	0	0		0	0	0	0	0	0
FEET OF STRUCTURES	1940	0	7435	359.5	0		8780	780	1500	1013	0	8320
\$ INTERSTATE	4131294.93	212896053	423882263	11,816.34	40,462.09		424,486.44	2436,586.66	2,970,370.59	494,765.95	0	2,445,321.65
\$ PRIMARY	863,375.90	3,093,700.73	717,970.11	390,861.753	565,373.60		452,924.60	118,388.38	0	1,784,036.24	0	2,85,751.61
\$ SECONDARY	406,258.15	0	350,194.91	292,510.88	22,869.51		0	0	39,484.00	144,243.20	0	67,516.50
\$ URBAN	0	0	0	19,630.78	0		0	160,479.07	0	0	264,512.00	0
\$ MAINTENANCE	0	0	0	0	232,137.40		601,353.47	0	0	0	0	0
\$ BEAUTIFICATION	0	227,747.39	0	0	0		0	0	0	0	0	0
\$ SAFETY	1896854.42	396,448.17	107,326.36	259,603.28	22,869.51	NO	1,245,029.98	283,754.05	0	841,306.65	264,512.00	67,516.50
FENCING MILES	0	0	0	0	0		0	0	0	0	0	0
SIGNING MILES	0	3836	1588	0	54.5		3487	2255	0	202	0	2121
TOTAL FOR MONTH	5400,928.98	5,222,661.26	5,306,987.65	6,865,166.53	860,842.60		5,295,764.51	2,715,454.11	3,009,854.59	242,304.539	264,512.00	5,328,589.76
INTERSTATE MILES ACCUMULATIVE	9037	20302	33580	33580	33,703		41645	47,005	52,499	52,499	52,499	59,821
PRIMARY MILES	4393	19647	28073	44529	46,108		46,108	46,108	46,108	62,047	62,047	65,447
SECONDARY MILES	8763	8763	9435	46,549	46,549		46,549	46,549	55,049	60,519	60,519	60,519
URBAN MILES	0	0	0	0	0		0	0	0	0	0	0
FEET OF STRUCTURES	1940	1940	9375	1,2970	1,297.0		2,1750	2,2530	2,4030	25043	2,5043	3,3363
MISCELLANEOUS	0	0	0	0	0		0	0	0	0	0	0
TOTAL LET TO CONTRACT \$	5400,928.98	10,623,590.24	15,930,577.89	22,795,744.45	23,656,587.02		28,952,355.53	31,667,805.64	34,677,660.23	37,100,705.62	37,365,217.62	42,693,807.38

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## MAINTENANCE PROGRAM

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### GOAL

To provide dependable and safe transportation on Interstate, Primary and selected secondary routes by economical and timely maintenance, as well as protecting the vast sums invested in our roadway system.

### OBJECTIVE

By strategically placing qualified maintenance personnel and modern equipment at various locations to provide adequate service to the traveling motorist.

### EVALUATION

- a. The Maintenance Division maintained 8,635 centerline miles of roadway - an increase of 233 centerline miles from last year and close to the average increase of 2,374 centerline miles in the past ten years.
- b. Snow removal costs amounted to \$1,491,786.00 and ice control cost \$1,422,426.00.
- c. Five bridge structures were widened and two were removed and replaced with pipe.
- d. Two bridges were repaired, one bridge painted and two overpass railings painted.
- e. 42 miles of road required extraordinary patching.
- f. 184 miles of pavement overlay was placed and 312 miles of roadway was seal coated.
- g. Maintenance was provided on 43 roadside rest areas.
- h. Maintenance was provided on 15 beautification projects.
- i. Work was performed to attempt to stabilize two slide areas.
- j. Bridge inspection program continued with 1,300 structures inspected to detect potential failures of bridge structures.
- k. Civil Defense and monitoring stations have been established, and employees trained at 136 locations.
- l. Signed all systems to National 55 Miles Per Hour maximum speed.



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## ADVERTISING PROGRAM

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### GOAL

To increase visitation from out-of-state and from out-of-country to Montana, to publicize Montana as a vacation destination state for private individuals and tour groups, and to create a new awareness of Montana as a convention location, all with the aim of increasing the importance of the travel industry to the state.

### OBJECTIVE

This goal is to be achieved by a highly professional combination of advertising, publicity, and promotion to achieve national and international recognition.

### EVALUATION

The year July 1, 1973 to June 30, 1974, was one of new directions, new challenges, and new accomplishments in the travel promotion field.

- a. EXPO '74. The major project for the year was the planning, execution, supervision, and financing of the Montana exhibit of EXPO '74, the World's Fair in Spokane. At a total cost of approximately \$90,000, Montana hosted well over 1 million people in a 6-month period....the 1-million mark was met and duly noted on September 20, 1974. \$50,000 of the total was provided by State Advertising Department National Advertising budget with the remainder from private sector and government agency groups. A great deal of help was received along the way. Such as: donation of a \$40,000 vault for storage of valuable displays by a Spokane safe company, donation of western outfits for the staff members by two prominent western-wear manufacturers, provision of total cost of insurance by one of Montana's leading Advertising Clubs, assistance in staffing from two of Montana's travel attractions. Approximately 820,000 pieces of Highway Department-printed literature were distributed in addition to more limited supplies from the private and government sector exhibitors.

In connection with the exhibit, Montana Day was held on June 22, 1974, with an excellent representation from all parts of the state. EXPO officials termed it the most successful state day to date.

It is felt that the entire project was extremely successful in terms of cost-per-person exposed to the Montana message and in terms of overall exposure by means of excellent press coverage before and during the Fair.

As an adendum: EXPO '74 probably contributed to a most satisfactory travel year for the state. After a slow start in May and June, the travel momentum picked up in July and August...with the result that most major attractions reflected little if any drop in visitor attendance from the previous year.

- b. Publicity. An intensive publicity campaign was launched with the establishment of an all new travel publicity department staffed by a full time writer, full time photographer and supportive staff. Contacts were made nation-wide with magazines and newspapers to discover what, if any assistance, such a department could be. It was discovered that many magazines prefer to use material prepared only by their own staff members. So the Publicity Department's thrust was then aimed at smaller magazines, newspapers, newspaper tabloid inserts, and photo wire services. After a full year of work, results are most encouraging in numbers of articles printed, numbers of photos used and, most important, the back-log of requests for more and more specific publications.

The Travel Publicity Department also handled contacting and scheduling of 40 TRAVEL writers who toured the state at various times.

Winter and Spring press kits were sent to over 400 publications throughout the country....resulting in excellent pick-up. Copies of publicity releases used are on file in the Travel Promotion Unit.

- c. Movies. An all new ski movie MONTANA, A LITTLE FARTHER NORTH premiered in October co-sponsored with the Travel Promotion Unit by Montana Power and Northwest Airlines. It was seen on over 200 TV stations by approximately 7½ million viewers. It will be used for a second year of distribution.

Four films are in production in preparation for various release dates: Bicentennial, MONTANA REVISITED - ALONG THE LEWIS AND CLARK TRAIL will be distributed starting in 1975, MONTANA CONVENTION FILM will be distributed beginning in Autumn 1974, MONTANA TOUR FILM will be ready for distribution in Sprint 1975.

- d. Travel Newsletter. Beginning in October, 1973, the Travel Promotion Unit began preparing, printing, and distributing MONTANA TRAVEL NEWS a summary of travel activities, to a mailing list of approximately 2,300 travel oriented people both in-state and out-of-state. It has proved an effective means of communicating travel plans and results to interested people.
- e. National Advertising. 1973-74 proved a year of real challenge for travel advertising. Major decisions on budget and placement of ads had to be made during the most critical period of the energy crisis. It was unclear for a period of months what the summer 1974 travel picture might hold, therefore, it was decided in Spring 1974 to concentrate our



national advertising on a more regional basis hoping thereby to reach people who might be taking shorter trips. The former pattern of advertising nation-wide will be resumed at a later time.

- f. Convention and Tours. 1973-74 was the first full year of operation for the newly established Convention and Tour Department. The Department emphasized the development of promotional materials needed to attract groups to Montana. A secondary objective was to educate and encourage communities to actively solicit the tourist and convention dollar by developing successful programs of solicitation. A third objective has been to encourage local tour companies and travel agents to develop package programs which will attract the foreign as well as domestic travelers. A convention and tour movie is near completion and will be linked to a national advertising program in trade publications. The first Convention Facility Directory was issued and is used in conjunction with a direct mail campaign to association executives. A four color tour shell was produced and made available at cost to five Montana tour wholesalers to print their own itineraries. Approximately 15,000 pieces of correspondence was initiated from the office during this year. Special projects included attendance at the Discover America Travel Organization's annual international Pow Wow in Tucson, September 1973; the Travel Section of the Japanese Trade Mission and participation in the Los Angeles travel promotion - movie location blitz.
- g. Motion Picture Location. In an effort to stimulate exposure for the State and bring additional income to Montana, the Advertising Unit and the Governor's Office made a presentation to 75 Hollywood producers and directors at the Director's Guild Theatre in January 1974. A free lance writer in the Los Angeles area was retained on a part-time hourly basis to follow-up leads and make additional presentations to producers. He, in turn, requested information and photos from the Helena Department. He occasionally flies to Montana with producers and arrangements are made to show them areas conducive to their particular script. Contacts are made with key personnel in each area and a joint selling job is done by the Travel Promotion Unit and the Hollywood Motion Picture representative for Montana. As of July 1, 1974, approximately \$25,000 has been invested on the promotion in one year resulting in four motion pictures for Montana that are either shot or committed. There is a potential for several more productions. It is estimated that over \$2,000,000 has been spent in Montana as a result of these shootings.

Summary: A new and potentially very effective pattern has been set in this fiscal year for more efficiently promoting and advertising Montana. It should be continued, expanded where needed, and developed to lend maximum assistance to Montana's travel industry.

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## PRECONSTRUCTION PROGRAM

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### GOAL

To locate and design all department road projects, and to acquire land needed for construction, maintenance and administration of the State's highway systems.

### OBJECTIVE

To utilize a minimal engineering staff for location and design. Right of Way activities are accomplished by department employees utilizing project plans as required for current programs. Assure that human environment is carefully considered and national and state environmental goals are met when highway improvements are developed.

### EVALUATION

- a. 1350 miles of proposed new or improved highways and approximately 240 miles of safety upgrading were in various stages of design.
- b. Signing and lighting plans amounting to construction awards of \$1,856,914 were completed.
- c. Signing contracts were awarded to upgrade to uniform standards approximately 1745 miles of primary and secondary roads.
- d. Completed 102 speed zone investigations; 146 traffic engineering studies; 125 preliminary design and project reviews; reviewed 201 applications for private approaches; and completed 4222 miles of sign inventory.
- e. 11 consultant firms worked on 21 engineering agreements; however, the use of consultant firms is being phased out due to the low level of Federal funding.
- f. The Federal Aid Highway Act of 1970 required each state to detail the process or procedures it will follow to make certain that it will give proper consideration to the environmental, social, and economic effects of its highway works. This is called the Action Plan. The Action Plan has been approved by the Federal Highway Administration and we are in the process of implementing it. The plan shows how the Department of Highways will:
  - (1) Identify and study the impacts of a highway improvement.
  - (2) Use the expertise of various disciplines to analyze these impacts.
  - (3) Involve other agencies and the public in planning, location and design.
  - (4) Guarantee that the Department of Highways will consider possible alternatives.

g. Began studies and inventories required to comply with the "Highway Safety Act of 1973".

h. Right of Way acquisition was as follows:

<u>SYSTEM</u>	<u>NO. OF PARCELS</u>	<u>ACRES</u>	<u>COST OF R/W (LAND, DAMAGES &amp; IMPROVEMENTS)</u>	<u>% OF PARCELS</u>	<u>% OF ACRES</u>	<u>% OF COST</u>
Interstate	77	707	\$ 600,305	26	64	54
Primary	104	288	308,163	34	26	28
Secondary	115	110	185,224	38	9	17
Other	<u>5</u>	<u>1</u>	<u>13,700</u>	<u>2</u>	<u>1</u>	<u>1</u>
TOTAL	301	1,106	\$ 1,107,392	100	100	100

Of the total parcels acquired, ten were acquired by litigation, six for the Interstate, three for the Primary, and one for the Secondary system.

i. The Right of Way Utilities Section completed a total of 57 agreements for the relocation or adjustment of railroad facilities, communication and power lines, and gas and oil pipelines, as necessary to accommodate new highway construction. The total amount of these agreements was \$1,346,963.

j. The Department's program for control of outdoor advertising along the Interstate and Primary highway systems resulted in the following accomplishments:

1. 2,426 signs were acquired at a cost of \$427,265.
2. 2,312 of these signs had been removed as of June 30, 1974. Total removal costs were \$111,511.
3. Sign permits were issued for an additional 766 signs.

k. Approximately 550 signs and other encroaching devices were removed from the highway right of way. These signs and devices, plus approximately 4,000 others, have been removed from the right of way since January 1, 1970.

l. Relocation assistance was provided to 21 persons, one non-profit organization, and 12 business concerns which were to be displaced by highway construction. Payments made under this program total \$26,828. In addition, the Department entered into eight agreements to perform relocation assistance services for other State and Federal agencies which do not have personnel trained in this complex function.

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## REIMBURSABLE SERVICES PROGRAM

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### GOAL

To provide various types of services to other State, City, County, and Federal Agencies and private firms on a reimbursable basis.

### OBJECTIVE

Provide for maintenance and snow removal for roads under jurisdiction of agencies other than the Department of Highways on reimbursable basis. To materials to other State agencies on a reimbursable basis.



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## STATEWIDE MOTOR POOL PROGRAM

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### GOAL

To establish, maintain and operate over-the-road vehicles, and make them available to State agencies at an economical cost.

### OBJECTIVE

The 11 Highway Division Offices and the Helena area have been established as pool centers to dispatch and maintain the State Motor Pool Fleet in an economical manner.

### EVALUATION

- a. The Statewide Motor Pool provided equipment services for all state agencies during the past year, but will only operate a pool for the capitol complex area personnel after July 1, 1974.
- b. Land was purchased for a new motor pool site near the capitol. Progress was made in the installation of gasoline facilities, surfacing of the lot and establishment of a dispatcher's office at the new site.
- c. The Motor Pool found continued success with it's auction of used vehicles. The amount bid continues to exceed that which could be obtained by trading of the used unit when purchasing a new unit.
- d. A plan to make 90,000 miles the criteria for retirement of passenger vehicles was implemented.
- e. Studies are being made to revise the rental rates to time and mileage factors rather than only a mileage factor.

STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS  
MOTOR POOL DIVISION  
Helena, Montana

COMPARATIVE BALANCE SHEET

	<u>As of</u> <u>June 30, 1973</u>	<u>As of</u> <u>June 30, 1974</u>
<u>ASSETS</u>		
<u>Current Assets:</u>		
Cash	\$ 1,380,493.89	\$ 1,007,100.53
Accounts Receivable	295,965.83	165,640.91
Accounts Receivable		
Work in Progress	<u>104,368.13</u>	<u>22,853.80</u>
Sub-Total	1,780,827.85	1,195,595.24
<u>Fixed Assets:</u>		
Office Furn.&Fixtures	13,926.53	10,546.81
Major Road Equipment	5,088,989.18	5,904,928.78
Less Allow.for Deprec.	(1,476,355.16)	(2,078,881.84)
Less Allow.for Replace.	( 606,369.84)	(1,104,460.74)
Land and Buildings	<u>3,309.00</u>	<u>3,309.00</u>
Sub-Total	3,023,499.71	2,735,442.01
<u>Deferred Charges:</u>		
Authorized Work in Progress		
-Equipment	2,963.09	-0-
Deferred Charges	( 6,754.60)	( 10,408.38)
Sub-Total	( 3,791.51)	( 10,408.38)
<b>TOTAL ASSETS-</b>	<u>\$ 4,800,536.05</u>	<u>\$ 3,920,628.87</u>
<u>LIABILITIES</u>		
<u>Current Liabilities:</u>		
Accounts Payable	\$ 7,912.78	\$ 8,340.23
Accrued Claims Payable	<u>1,323,573.10</u>	<u>744,678.37</u>
Sub-Total	1,331,485.88	753,018.60
<u>Other Liabilities:</u>		
Due Dept.of Highways	676,852.41	625,508.19
Equip.Transfers by Other Agenc.	<u>2,619,172.75</u>	<u>2,615,030.59</u>
Sub-Total	3,296,025.16	3,240,538.78
<u>Surplus:</u>		
Profit	160,805.62	(86,734.45)
Accumulated Surplus	<u>12,219.39</u>	<u>13,805.94</u>
Sub-Total	173,025.01	(72,928.51)
<b>TOTAL LIABILITIES &amp; SURPLUS</b>	<u>\$ 4,800,536.05</u>	<u>\$ 3,920,628.87</u>



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS  
MOTOR POOL DIVISION  
Helena, Montana

COMPARATIVE STATEMENT OF OPERATIONS

	<u>YEAR ENDING JUNE 30, 1973</u>	<u>YEAR ENDING JUNE 30, 1974</u>
<u>INCOME:</u>		
Rentals	\$ 3,449,219.53	\$ 3,409,422.94
Rentals-Prior Years Adjust.	<u>441,855.17</u>	<u>-0-</u>
Sub-Total	3,891,074.70	3,409,422.94
<u>EXPENSES:</u>		
Direct Costs	1,714,387.66	1,851,869.36
Indirect Costs	593,365.72	732,472.01
Depreciation	998,154.59	1,041,494.81
Deprec. Prior Years Adjust.	171,880.66	-0-
Non-Reimbursable Vehicle Loss	13,813.32	15,151.31
Vehicle Transportation Expense	<u>-0-</u>	<u>15,975.52</u>
Total Expenses	3,491,601.95	3,656,963.01
NET PROFIT:	\$ <u>399,472.75</u>	<u>(247,540.07)</u>

APPORTIONMENT OF STATE  
CONSTRUCTION FUNDS

Montana law requires that State highway construction funds be divided among the different systems and among the financial districts, counties and urban cities on the basis of prescribed formulas. The tables on this and the following pages show the distribution percentages for the fiscal years ending June 30, 1974 and June 30, 1975.

INTERSTATE SYSTEM

<u>Financial District</u>	<u>Counties</u>	<u>Percentages for</u>	
		<u>F.Y. 1974</u>	<u>F.Y. 1975</u>
2	Toole	3.8468	3.7438
4	Dawson, Prairie, Wibaux	7.6675	7.6650
6	Cascade, Pondera, Teton	10.0073	10.4539
7	Broadwater, Jefferson, Lewis & Clark	11.0494	11.5339
8	Granite, Mineral, Missoula, Powell	24.6770	24.3330
9	Beaverhead, Deer Lodge, Madison, Silver Bow	11.8524	12.0554
10	Gallatin, Park, Sweet Grass	9.2370	8.7304
11	Big Horn, Stillwater, Treasure, Yellowstone	17.0267	16.8702
12	Custer, Rosebud	4.6359	4.6144
TOTAL		100.0000	100.0000

The Interstate System does not enter Financial Districts-1, 3 and 5 and some counties in other Districts.

APPORTIONMENT OF STATE  
CONSTRUCTION FUNDS

PRIMARY SYSTEM

(Based on Deficient Highway Mileage)

<u>Financial District</u>	<u>Counties</u>	Percentages for	
		<u>F.Y. 1974</u>	<u>F.Y. 1975</u>
1	Flathead, Lake, Lincoln	10.9430	10.9430
2	Blaine, Glacier, Hill, Liberty, Toole	6.1968	6.1968
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	8.4642	8.4642
4	Dawson, McCone, Prairie, Richland, Wibaux	6.9943	6.9943
5	Fergus, Garfield, Petroleum	6.7349	6.7349
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	8.7621	8.7621
7	Broadwater, Jefferson, Lewis & Clark	5.8894	5.8894
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	11.1111	11.1111
9	Beaverhead, Deer Lodge, Madison, Silver Bow	5.8270	5.8270
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	8.1712	8.1712
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	10.9190	10.9190
12	Carter, Custer, Fallon, Powder River Rosebud	9.9870	9.9870
TOTAL		100.0000	100.0000

APPORTIONMENT OF STATE  
CONSTRUCTION FUNDS

SECONDARY SYSTEM

(Based on land area, rural road mileage, rural  
population and rural land value.)

<u>Financial District</u>	<u>Counties</u>	<u>Percentages for</u>	
		<u>F.Y. 1974</u>	<u>F.Y. 1975</u>
1	Flathead, Lake, Lincoln	9.2332	9.2679
2	Blaine, Glacier, Hill, Liberty, Toole	10.7768	10.7629
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	10.1155	10.1350
4	Dawson, McCone, Prairie, Richland, Wibaux	6.4540	6.4466
5	Fergus, Garfield, Petroleum	5.1329	5.0997
6	Cascade, Chouteau, Judith Basin, Pondera, Teton	12.7131	12.6670
7	Broadwater, Jefferson, Lewis & Clark	3.9836	3.9334
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.1456	10.2390
9	Beaverhead, Deer Lodge, Madison, Silver Bow	6.3770	6.3761
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	6.5438	6.5662
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	11.1308	11.0980
12	Carter, Custer, Fallon, Powder River, Rosebud	7.3937	7.4082
		<hr/>	<hr/>
	TOTAL	100.0000	100.0000

APPORTIONMENT OF STATE  
CONSTRUCTION FUNDS

URBAN SYSTEM

(Based on Urban Population of 5,000 or More)

<u>Urban City</u>	Percentages for	
	<u>F.Y. 1974</u>	<u>F.Y. 1975</u>
Anaconda	3.5474	3.5474
Billings	22.3573	22.3573
Bozeman	6.7783	6.7783
Butte	8.4839	8.4839
Glasgow		
Glendive	2.2891	2.2891
Great Falls	21.8163	21.8163
Havre	3.8331	3.8331
Helena	8.2522	8.2522
Kalispell	3.8215	3.8215
Lewistown	2.3370	2.3370
Livingston	2.4990	2.4990
Miles City	3.2759	3.2759
Missoula	10.7090	10.7090
	<hr/>	<hr/>
TOTAL	100.0000	100.0000



# KEY TO ACCOMPANY TABLES

AS	- Aggregate Surfacing	MB	- Bridge or Structure
BPM	- Bituminous Plant Mix	PC	- Portland Cement
CG	- Cattle Guard	PMBB	- Plant Mix Bituminous Base
CP	- Concrete Paving	PMBBS	- Plant Mix Bituminous Base Surf.
FC-FN	- Fencing Contract	PMBS	- Plant Mix Bituminous Surfacing
FL	- Flashing Light	PMS	- Plant Mix Surfacing
GD	- Grading	RMBS	- Road Mix Bituminous Surfacing
GR	- Guard Rail	S&C	- Seal and Cover
GS	- Gravel Surfacing	SHLDR	- Shoulder
LC	- Landscaping Contract	SN	- Signing
LT	- Lighting		

INTERSTATE COMPLETIONS  
1973 - 1974

0	1	2	3	4	5	6	7	8
COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Mineral		I 90-1 (48) 0 U-1	4.245	GD, GS & BPM	9/70	4,008,513	5/74	4,568,568
Big Horn		I 1G 90-9 (26) 471 U-3	12.968	Surfacing & BPM	1/71	2,606,852	9/73	2,618,636
Pondera		I 15-7 (15) 323	8.891	Surfacing, BPM & SN	3/71	2,626,928	7/73	2,743,174
Powell		I 90-3 (23) 166 U-1	5.995	GD, GS, BPM, FC, SN & rest ar	5/71	4,200,820	7/73	4,620,359
Powell		I 90-3 (23) 166 U-2	----	MB (786.0')	5/71	533,222	8/73	540,276
Madison		I 1G 15-1 (50) 85 U-2	----	MB (1,108.6')	7/71	917,400	7/73	926,773
Jefferson		I 15-3 (20) 155 U-1	6.817	GD, GS, BPM, FC & SN	8/71	4,689,026	11/73	4,705,020
Jefferson		I 15-3 (20) 155 U-2	----	MB (579.23')	9/71	469,838	8/73	469,800
Jefferson		EMP-1 15-3 (21) 162 U-1	5.500	GD & Related	10/71	4,800,279	5/74	5,181,626
Jefferson		EMP-1 15-3 (21) 162 U-2	----	MB (156.0')	10/71	131,365	10/73	127,962
Beaverhead		I 15-1 (49) 62 U-2	----	PC Canal Str.	12/71	132,509	8/73	172,518
Yellowstone & Big Horn		I 90-8 (69) 455 & I 90-9 (41) 171	29.358	SN, LT & Delineate	12/71	164,181	7/73	176,947
Dawson		I 94-6 (21) 191 U-1	5.780	GD, GS, BPM, FC & SN	12/71	2,282,877	12/73	2,384,826
Madison & Silver Bow		I 15-1 (55) 87 U-1 & I 15-2 (29) 93 U-1	8.693	GD, GS, BPM, FC & SN	1/72	3,474,590	11/73	3,603,727
Madison & Silver Bow		I 15-1 (55) 87 U-2 & I 15-2 (29) 93 U-2	----	MB (685.5')	1/72	435,785	7/73	438,255
Big Horn		I 90-8 (68) 418 U-2 & I 90-9 (39) 476 U-2 & I 94-3 (30) 105 U-2	----	LC - Dual Rest Area	1/72	7,213	9/73	7,304
Silver Bow		LSI 15-2 (1) 127	----	LC	3/72	288,715	7/73	293,937
Dawson		I 94-6 (22) 197 U-1	6.823	GD, GS, BPM, SN & FC	4/72	2,266,396	10/73	2,354,943
Beaverhead		I 15-1 (57) 85, (58) 64 & (59) 75	23.084	GS & BPM	5/72	2,574,005	10/73	2,648,781
Granite & Powell		EHS-I 90-3 (35) 151 & I 90-3 (36) 155	17.3	Reset GR, Related & LT	7/72	361,031	1/74	339,164
Treasure & Rosebud		I 94-2 (18) 60 & I 94-3 (25) 76 U-1	8.156	GD, GS, PMBB, & PMBS	7/72	1,476,684	12/73	1,516,642
Powell		I 90-3 (32) 179 U-2	----	MB (406.08')	7/72	298,177	10/73	298,276
Silver Bow		I 15-2 (33) 96 U-1	5.910	GD, FC & Related	8/72	2,149,637	12/73	1,985,706
Silver Bow		I 15-2 (33) 96 U-2	----	MB (456.0')	8/72	352,743	10/73	346,985
Beaverhead		I 15-1 (49) 62 U-1	1.695	GD, GS, PMBS & SN	9/72	1,170,077	4/74	1,285,896
Beaverhead		I 15-1 (49) 62 U-4	----	MB (294.5')	9/72	257,504	5/74	253,489
Custer		I 94-4 (23) 127 U-3	----	MB (307.25')	9/72	368,487	11/73	376,397
Custer		I 94-4 (24) 136 U-2	----	MB (682.25')	9/72	748,046	6/74	756,079
Yellowstone		I 94-1 (28) 35 U-2	----	MB (235.0')	10/72	155,462	6/74	150,480
Yellowstone		I 94-1 (34) 46 U-3	----	MB (150.0')	10/72	164,303	9/73	160,310
Stillwater		I 90-8 (72) 407	----	LT	11/72	23,420	11/73	20,815
Big Horn		I 90-9 (40) 493	----	LT	11/72	45,006	11/73	42,439
Beaverhead		I 15-1 (60) 51	1.240	Part GD, GS, RMBS	12/72	69,482	7/73	60,634
Yellowstone		I 94-1 (39) 30 U-2	----	MB (120.0')	1/73	116,081	10/73	111,421
Jefferson		I 90-5 (27) 231	4.299	FC	5/73	17,994	8/73	15,936
Custer		I 94-4 (23) 127 U-2	----	MB (32.5 ')	7/73	87,082	5/74	83,718
				TOTAL		44,471,730		46,387,819

INTERSTATE CARRYOVERS  
1973 - 1974

0	1	2	3	4	5	6	7	8
COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Mineral		IIG 90-1 (49) 4 U-1	6.572	GD, GS, BPM & MB (272.0')	11/70	4,607,543		
Mineral		I 90-1 (76) 4	----	Dual Rest Area	5/71	125,476		
Jefferson		I 15-3 (27) 162	5.500	GS, BPM & SN	12/71	1,207,008		
Wibaux		EHS-I 94-7 (9) 233 PS U-1	0.014	GD, GS, BPM & Interchange light	12/71	3,695,120		
Wibaux		I 94-7 (10) 233	----	MB (1,041.5')	5/72	656,852		
Custer		I 94-4 (24) 136 U-1	10.938	GD, GS, PMBB & BS, SN & FC	7/72	2,816,791		
Powell		I 90-3 (32) 179 U-1	7.091	GD, GS, PMBS & LT	7/72	1,169,186		
Yellowstone		I 94-1 (28) 35 U-1	7.192	GD, FC & Related	10/72	3,046,967		
Yellowstone		I 94-1 (34) 46 U-1	3.740	GD, GS, PMBB, PMBS, FC & SN	10/72	1,603,266		
Mineral		I 90-1 (50) 16 U-1 & I 90-1 (52) 11 U-1	10.828	GD, GS, PMBB	12/72	5,533,559		
Yellowstone		I 94-1 (39) 30 U-1	4.204	GD & FC	1/73	116,081		
Cascade		I 15-5 (59) 283	0.378	Safety Improvements	7/73	116,749		
Cascade, Teton		I 15-5 (61) 234, I 15-6 (18) 291, I 15-7						
& Pondera		(17) 323 & I 315-5 (8) 272	66.089	Safety Corrections	7/73	869,078		
Stillwater-								
Yellowstone		I 90-8 (70) 388 U-1	31.6	Safety Correction	7/73	864,583		
Custer		I 94-4 (23) 127 U-1	9.037	GD, AS, PMBB, & BS, SN, LT & FC	7/73	2,193,802		
Gallatin		I 90-6 (35) 304	----	Landscaping	8/73	227,747		
Yellowstone		I 94-1 (33) 35 & I 94-1 (36) 43	11.265	AS, PMBS, Rest Areas & SN	8/73	1,901,213		
Silver Bow		I 15-2 (35) 111 U-1 & I 15-2 (36) 118	7.792	GD, AS, PMS & SC	9/73	2,694,875		
Silver Bow		I 15-2 (35) 111 U-2	----	MB (540.5')	9/73	394,695		
Gallatin		IIG 90-6 (31) 305	5.486	PMBB, PMS & SN	9/73	1,149,253		
Yellowstone		I 90-8 (70) 388 U-2	----	Lighting	10/73	81,403		
Toole		I 15-8 (30) 351	2.844	SHLDR Widen & Impact Atten.	11/73	211,491		
Missoula		I 90-2 (52) 109	0.123	GD, AS, PMBS & SN	11/73	40,462		
Silver Bow		I 15-2 (34) 103 U-1	7.942	GD & FC	1/74	2,042,502		
Silver Bow		I 15-2 (34) 103 U-2	----	MB (300.0')	1/74	287,137		
Lewis & Clark		I 15-4 (24) 193	----	Weigh Station	1/74	184,160		
Gallatin		I 90-6 (29) 275	34.0	GR & SHLDR Widen	1/74	939,707		
Stillwater		IIG 90-8 (64) 391 U-2	----	MB (578.0')	1/74	787,980		
Missoula		I 90-2 (61) 104	----	LC	2/74	4,887		
Powell		I 90-3 (30) 188 U-1	5.360	GD, PMBS, SN & FC	2/74	2,293,029		
Powell		I 90-3 (30) 188 U-2	----	MB (78.0')	2/74	138,671		
Teton		I 15-6 (15) 297 U-1	5.494	GD, AS, PMBB & BS, SN & FC	3/74	2,743,069		
Teton		I 15-6 (15) 297 U-2	----	MB (150.0')	3/74	227,302		
Mineral & Missoula		I 90-1 (79) 47 & I 90-2 (63) 82	20.2	GR, SN & LC	4/74	494,766		
Yellowstone		I 94-1 (27) 23 U-1	7.322	GD & Related	6/74	2,257,636		
Dawson		I LSI 94-6 (27) 192	----	Rest Area & Landscaping	6/74	187,685		
				TOTAL		47,911,731		



## PRIMARY COMPLETIONS

### 1973 - 1974

0	1	2	3	4	5	6	7	8	
COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT	
Pondera		RF-F 211 (16)	----	SN	3/71	31,875	7/73	29,916	*
Phillips		F-RF 152 (11) U-1	7.454	GD, GS, BPM & SN	6/71	1,319,231	11/73	1,433,791	
Glacier		EHS-F 9999 (48)	130.4	SN, Signals & Delineators	1/72	86,612	11/73	99,793	
Flathead		EHS-F-RF 9999 (57) U-1	5.260	SN & Signals	2/72	219,642	9/73	259,114	
Yellowstone		EHS-T 9010 (7) & (8)	----	Traffic Control	3/72	192,192	7/73	187,584	
Glacier		F-RF 226 (1) U-90	11.641	BPM Overlay	4/72	301,181	7/73	313,276	
Cascade		EHS-T 9052 (7) & (8)	----	Traffic Control	5/72	82,346	3/74	89,971	
Blaine		F-RF 101 (9)	7.314	BPM Overlay	7/72	241,935	7/73	223,481	*
Big Horn		F 187 (E) U-90	0.776	GD, GS, PMBB & PMBS	7/72	270,438	9/73	277,698	
Park		F-RF 239 (18)	8.381	GD, GS, PMBB & PMBS	7/72	1,059,179	5/74	1,006,664	*
Richland		F-RF 245 (24) U-3	----	MB (90.0')	7/72	168,092	8/73	162,933	
Cascade		EHS-T 9052 (6)	----	CP, SN & Signals	7/72	154,250	12/73	203,870	
Silver Bow		F-RF 43 (28) U-1	0.510	GD, FN & Related	8/72	113,232	12/73	114,446	*
Custer		F-RF 86 (39)	6.280	GD, GS, PMBB & PMBS	8/72	1,214,072	4/74	1,171,302	*
Big Horn		FI 188 (C) U-90	1.644	BPM Overlay & PMBS	8/72	103,008	11/73	101,444	
Beaverhead		F 387 (14)	0.468	GD, GS, PMS, FC & SN	9/72	257,605	4/74	307,261	*
Beaverhead		EHS-F 387 (15)	----	MB (321.0')	9/72	237,542	5/74	235,835	*
Missoula		T 9081 (4), (5) & (6)	----	Signals	9/72	39,379	8/73	36,188	
Cascade		T 9052 (11)	----	Widen, SN, LT & Incidental	10/72	56,992	7/73	59,392	
Flathead & Lake		EHS-F-RF 9999(57)U-2 & F 191 (18)U-91	----	SN & Signals	10/72	23,115	9/73	24,366	
Richland		F 9999 (66)	107.7	SN	10.72	112,871	11/73	106,400	
Petroleum-Garfield		F-RF 256 (36) U-2	----	MB (496.0')	11/72	384,303	10/73	378,979	
Lake		F 191 (18) U-90	0.880	GD, GS, PMBS	12/72	154,957	6/74	167,419	*
Ravalli		F 9999 (40) U-1	24.1	Signals & Flashers	1/73	23,944	7/73	21,645	
Park		F 239 (17) U-2	----	MB (238.0')	2/73	183,667	9/73	181,291	
Glacier		F 196 (10)	0.889	GD, GS, PMBS & LT	2/73	749,881	6/74	745,248	*
Blaine		F 23 (5)	----	GR	5/73	6,395	7/73	5,888	
Glacier		EPS-F 226 (3)	----	Impact Attenuator	5/73	5,075	8/73	4,825	
Flathead		F 100 (16) U-90	----	Traffic Control Devices	5/73	9,423	10/73	9,746	
Big Horn		RF-I 212 (11) U-90 - Contract A	----	Berm	5/73	3,241	10/73	3,466	
Big Horn		RF-I 212 (11) U-90 - Contract B	----	Channel Change	5/73	7,046	10/73	6,679	
Big Horn		RF-I 212 (10) U-90	0.7	FC & CG	6/73	10,132	9/73	9,976	
Roosevelt		F 253 (21) U-1	----	Storm Drain	7/73	190,005	11/73	161,628	
Dawson		RF 130 (15) U-90	----	Impact Attenuators	8/73	16,960	11/73	16,369	
Missoula		F 215 (24)	----	LC	8/73	28,312	6/74	41,089	
Park		F 9999 (64)	61.8	SN & Signalization	8/73	87,071	4/74	88,474	*
Lincoln		F 250 (12)	0.2	Guard Rail	10/73	9,208	3/74	8,133	
Missoula		ERFO 71 (2)	12.2	Riprap	4/74	82,029	6/74	81,006	*
				TOTAL		8,236,438		8,376,586	

### PRIMARY CARRYOVERS 1973 - 1974

0	1	2	3	4	5	6	7	8
COUNTY	IDENT. NO.	PROJECT NUMBER	PROJECT LENGTH	TYPE OF WORK	DATE OF LETTING	AMOUNT OF CONTRACT	DATE COMP.	FINAL AMOUNT
Richland		F-RF 245 (24) U-1	10.181	GD, GS, BPM & Traffic Control	4/72	2,554,732		
Valley		ERFO 70 (1) U-2	0.018	GD, GS, RMBS & MB (60.0')	10/72	209,262		
Petroleum-Garfield		F-RF 256 (36) U-1	4.847	GD, GS, PMBS, FL & SN	11/72	800,778		
Missoula		T 9081 (8) & (11)	----	Signals	1/73	127,834		
Park		F-RF 60 (16) & F 239 (17) U-1	8.993	GD, GS, PMBB & Surfacing	2/73	1,753,896		
Gallatin,		U 203 (10), US 449 (2) & EHS-T 9012 (1)	0.863	GD, GS, PMBS, LT & LC	2/73	830,995		
Silver Bow		U 279 (8)	----	Signals, SN & LC	4/73	26,460		
Richland		EHS-F-RF 245 (26) U-2	----	MB (292.5')	5/73	265,678		
Chouteau		F-RF 252 (27) U-1	12.039	GD, GS, PMBS & SC	5/73	1,816,865		
Chouteau		F-RF 252 (27) U-2	----	MB (528.0')	5/73	461,651		
Big Horn		F-FLH 334 (21) U-1	5.621	GD, GS, PMBS & SC	5/73	1,141,957		
Big Horn		F-FLH 334 (21) U-2	----	MB (91.25')	5/73	82,118		
Cascade		T 9052 (14)	----	Widen & Signal	5/73	28,039		
Cascade		FL 172 (19)	----	Slide Corr. & Rocker Shoe Rep.	7/73	46,444		
Carbon		F-RF 106 (15)	4.393	GD, AS, PMBS, SN & MB (161.5')	7/73	816,932		
Ravalli & Missoula		F-RF 215 (23) & F 259 (16)	9.344	GD, AS, PMBS & SN	8/73	1,579,040		
Flathead & Lake		EHS-F-RF 9999 (57) U-3	197.1	SN	8/73	138,453		
Custer & Powder Riv.		F 9999 (61)	124.7	SN	8/73	49,372		
Lincoln		F 250 (9)	1.75	LC	8/73	76,281		
Powder River		F 407 (5)	5.910	GD, AS, PMS & SN	8/73	1,118,212		
Missoula		F 215 (25) & F 9999 (5) U-3	6.8	Surf. Upgrade, SN & Signal	9/73	175,736		
Richland		EHS-F-RF 245 (26) U-1	1.484	GD, AS, PMBS & Structure	9/73	404,791		
Flathead		F 270 (90) U-90	0.142	Excavation, AS, PMS, crh & gutter	9/73	37,718		
Cascade		F 277 (11)	----	Traffic Signals	9/73	49,196		
Big Horn, Rosebud & Yellowstone		F 9999 (63)	122.1	SN	9/73	50,529		
Yellowstone		F 134 (8)	----	LC	10/73	69,586		
Custer		F-RF 86 (40)	6.533	GD, AS, PMBS & PM Seal	10/73	1,753,969		
Flathead		F 100 (11) U-1	4.149	GD, AS, PMBS & SN	10/73	773,090		
Flathead		F 100 (11) U-2	----	MB (141.5')	10/73	182,590		
Carbon		F 106 (14)	5.774	GD, AS, PMBB, PMBS & SN	10/73	970,813		
Lewis & Clark		F 249 (30)	2.861	LC	10/73	149,362		
Yellowstone		UM 7114 (1)	----	Traffic Signals	10/73	19,631		
Missoula		RF 231 (13) & RF 237 (29)	1.579	GD, AS, PMBS & SN	11/73	565,374		
Lewis & Clark		F 9999 (7) & F 238 (12)	121.2	SN & Traffic Control Devices	1/74	145,220		
Flathead		F 191 (35)	----	Storm-Drain	1/74	147,602		
Fergus & Jud. Basin		F 9999 (33) U-2 & F 9999 (67)	227.5	Traffic Signals, SN & Delineation	1/74	160,103		
Cascade		M 7209 (1)	----	Storm Sewer, Signals & SN	2/74	129,636		
Flathead		T 9067 (1)	----	Signalization & LC	2/74	30,843		
Gallatin		F 9999 (38) U-2	130.6	SC & Signal	2/74	77,785		
Beaverhead, Deer								
Lodge & Silver Bow		F 9999 (62)	94.9	Signals & SC	2/74	40,603		
Sweet Grass		RF 127 (10)	----	MB (101.3') & Approaches	4/74	164,936		
Roosevelt & Sheridan		RF 193 (23) U-1	9.639	GD, AS, PMBS & SC	4/74	1,417,338		
Yellowstone		M 5112 (2) & M 7111 (1)	----	Street Widen, Signals & SC	4/74	264,512		
Yellowstone		M 7106 (2)	----	Signalization, LT & SC	4/74	13,664		
Yellowstone		T-U 9010 (19)	----	Signalization & SC	4/74	22,222		
Rosebud		RF-FLH 334 (24)	3.4	GD, AS, PMBB, PMBS & SC	6/74	1,610,564		
				TOTAL		23,352,412		



## 1973 - 1974

\* Final Estimate pending, amount subject to revision

## SECONDARY CARRYOVERS

### 1973 - 1974

[illegible]

COMPLETIONS  
1973 - 1974

\* Final Estimate pending, amount subject to revision.



## 1973 - 1974

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